

From Downtown Los Angeles to San Bernardino County

A.



The ACE program covers 55 grade crossings along the 55-mile ACE corridor in San Gabriel Valley. Program includes a combination of projects that are classified under three ranges of improvements:

- *Safety and traffic signal improvements at 55 grade crossings.*
- *Roadway widening, restriping and parking controls near 17 locations to improve queuing and capacity.*
- *Grade separations at 21 of the highest traffic volume crossings of the 55 crossings.*

C. Benefits

- With improved signals and grade separations, trains can be operated at higher speeds and without interruptions. Vehicular traffic will be safer and free flow reducing pollution and congestion in the neighboring local streets.
- As the project is scheduled over a period of 8-years, provides large number of job opportunities both during and after construction.
- Eliminates nearly 221 tons of air pollutants in the basin.
- Improving mobility in San Gabriel Valley will help to preserve an estimated 192,000 new jobs projected for the area by year 2020.
- Reducing train/vehicular accidents by 59 percent in year 2020 from estimated 5.03 to 2.07 accidents annually.

D. Cost

Total cost of ACE project is \$912 million (today's dollars) and the program is funded with different sources. At present about 41.5% of the total cost (\$912 m) are committed.

- ACE is receiving \$129 million in federal funds under TEA-21 high priority project.
- In FY 2000, National Corridor Planning and Development Program and Coordinated Border Infrastructure Program, an amount of \$1.24 million is programmed.
- In FY 2001, National Corridor Planning and Development Program and Coordinated Border Infrastructure Program, an amount of \$2.4 million is programmed.
- In FY 2002, National Corridor Planning and Development Program and Coordinated Border Infrastructure Program, an amount of \$4 million is programmed.

- Resources needed each Fiscal Year (in \$ x 000)**

E. Schedule & Progress

The overall program is scheduled to be complete in 8 years. The program is on schedule with various segments in different stages of development.

- Authority's first annual DBE Outreach Workshop was held on August 28, 2001 in City of Baldwin Park. Over 700 notices were sent to potential vendors. Purpose of the workshop was to discuss and encourage DBE teaming with prime contractors.
- Jump start Railroad grade Crossing Safety Improvements (Phase 1) was started on April 12, 2001 and is almost at the end of construction with a completion target on Sept. 10, 2001. Total contract value is \$544,000. There are two more phases of the jump start program which are ready to go for construction and scheduled for completion in August 2002.

Grade Separations:

- Temple Ave. Train diversion project in the city of Pomona has started the design phase with HDR Engineering as the design consultant. The project is scheduled to go for construction in November 2002.
- Reservoir Grade separation project has started the design phase with URS Corporation as design consultant. The project is scheduled for the start of construction in October 2002.
- Grade separation at Nogales Street on the Alhambra Subdivision of the UPRR in the cities of Industry and West Covina is in design phase with 30% complete. Holmes and Narver is the design consultant. The project is scheduled to go for construction in August 2002.
- East End Ave. grade separation in the City of Pomona is nearly 65% design complete with URS Corporation as the design consultant and is scheduled to go for construction in October 2002.
- Ramona Blvd. grade separation in the City of El Monte is nearly 30% design complete with DMJM as the design consultant and is scheduled to go for construction in August 2002

F. Significant Project Delivery Issues

There are no major issues that may impact the delivery of the program. However, the availability of sources and funding for the unfunded part of the program should be a factor for the delivery.

9/02